

New Golf House And Rest Room Planned For Links At Studebaker Park May Be Ready For Use Of South Bend Players By Early Spring

BY LEO S. BERNER

Reflecting in graphic form the growing enthusiasm of the South Bend park board to make the city more beautiful and to encourage sportsmanship is the announcement of the board that a new golf house and rest room will be erected at the golf links in Studebaker park. The building to be erected this spring will cost not to exceed \$20,000.

Under the direction of the park commissioners during the past few years Studebaker park has been made one of the beauty spots of fairy charm and the new nine hole golf course which lies just off of Calvert st. is said to be one of the finest municipal courses in the country.

Before opening the course, however, the board decided that it would be necessary to have some sort of a shelter for the players and a place for the caretaker. The caretaker will supervise the play and teach the novices the proper way of playing the game.

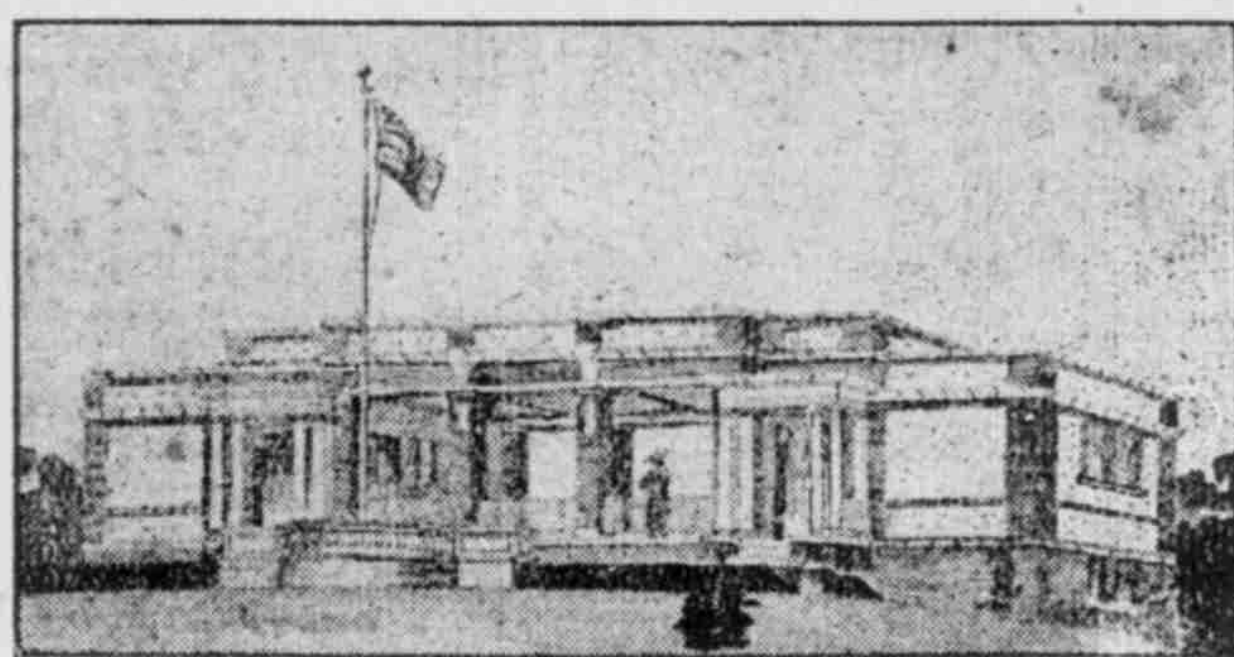
Get Public Donations.
In order to pay for the construction of the shelter it was proposed to appeal to the civic spirited people of the city for funds. The first appeal by the board brought a donation of \$5,000, and with several smaller donations which the board hopes to get within the next month, it is possible that the construction work can be begun as soon as the spring weather opens. It is the belief of members of the board that the new building can be completed within a short time and that the course can then be opened to the public.

Plans for the proposed field house and shelter have been submitted to the board by W. W. Schneider, architect, and are built along the lines of the present golf shelter erected by the park commissioners of Chicago for the use of players in Lincoln park.

The building will be approximately 72 feet long by 26 1/2 feet wide. The width, however, taken in the front terrace which is a part of the decorative effect of the structure. The shelter, which will be in the center of the park, will be 22 feet by 32 feet and will furnish a view of the entire golf course. At the rear end of the structure will be rest rooms. In

front of the structure will be a small terrace, a walk, flag pole, and seats on the park elevation. The building will be erected on a knoll which faces on Calvert st. to the west.

On the first floor will be lockers for both men and women, showers for the men and a small rest room for the women. The professional in charge of the



Proposed \$20,000 field house and golf shelter to be erected in Studebaker park by the South Bend board of park commissioners. The shelter is similar to the one erected in Lincoln park, Chicago. The building will contain a shelter, room for the professional, shower baths and rest rooms for men and women.

course will be provided with rooms on the first floor. In order to make the place most convenient, two flights of stairs will lead to the street and two flights of steps to the main part of the course.

Like other municipal golf buildings, the South Bend structure will contain room suitable for a refreshment stand. This stand will be located in the center of the shelter.

The central part of the shelter can be used for public gatherings and it is expected that the civic centers

will make use of the space as a meeting place in summer.

From the terrace it will be possible to see the play at all nine holes. The terrace is near the first tee and the finish play is made directly in front of the house. The play, however, is far enough away from the house to make it safe for spectators.

While it is prohibitive for some to take part in the contests at the South Bend Country club, because of the membership cost, it will be possible for people of even moderate means to enjoy the pleasure which the sport affords.

Bert Meyer, professional of the South Bend Country club, has assisted the park commissioners in the erecting of the course and in preparing plans for the \$20,000 shelter. Directors of the Country club feel that the Studebaker park course will act as a feeder for the club.

W. W. Ridenour, president of the park board, Richard, Elbel, George Platner and Otto Romine, members of the park board, will use every available means to foster a liking for the game which will be the big attraction at the Studebaker park. If enough interest is manifested the course will be open for play every afternoon and evening during the playing season.

In pointing out the advantages of the game and the sport which can be derived by both young and old the park board has made an interesting study of the game. Some observations of one of the members regarding the game is of interest at the present time for the prospective players.

The game of golf is for individuals, but not for a side. No matter how professional, ever became a good player who did not begin the game early in life. One can learn how to swing and get a true and good style, and having got this it will do him no harm to put the game aside for a time, and in the meanwhile play the games suitable for children, where the interests of comradeship are fostered.

Children players of the old school scoff at the idea that golf is a game for middle and old age. While the game is readily played by elderly men and women, it seems after all to be a game for age as opposed to youth. Football and like sports are really for the youth. A man past 25 is hardly eligible for a gridiron contest, but golf may be played as long as a man is

able to walk. The drives become shorter and the handicap get longer; but as many famous old players cover the course at the South Bend Country club links show, you can play past 80 years if disease does not interfere.

May Be National Sport.

Sport writers say that golf, because of its adaptability to all ages of life, is destined to become the national sport.

There are many reasons why golf is suitable for a man past the age of youthfulness and among them is the fact that quickness and agility of eye are not indispensable qualities for the game any more than is feetness of foot. The golfer is never obliged to run or jump. It is in many ways a game of repose; one hits a ball 90 or 100 times in two hours which is somewhat of a relaxing performance. Some of the strokes are made with very little effort, such as puts and little quarter shots. Fair players put forth effort in about 26 strokes of the round, or twice per hole, a good player less.

Some of the players who played in the contests at the Country club during the past year found a minority of holes where it was necessary to do more than a full shot, and a three-quarter or half shot, and some of the holes they drove off the tee with a half-swing.

The poorer the player, however, the greater is the effort, he is often in bunkers and the niblick has to be wielded with force. But every player finds that hitting the ball causes fatigue and makes the exercise.

One of the points that makes golf interesting is that a player becomes more proficient as he plays. This is not true of other sports taken up late in life. Experience is an axiomatic truth for golf players just as it is in other sports. Older players often find it impossible to improve with the irons and putters if he deteriorates with the drive and brassie. The man who puts well is usually the man who wins the matches.

No matter if "a single," "a foursome" or a game of "threesome" is played on the new nine hole Studebaker course the walk of 150 yards between the hits, picturesque scenery and an ideal shelter will add to the gaiety of the public course.

Development Of United States Postal Air Service Probably Greatest Achievement In Aviation Made During Year Just Closed

The greatest single feat accomplished by American genius in the air during 1920 was the trail-blazing flight to Nome, Alaska, from New York and return. Eight army aviators in four planes flew the 9,900 miles of the journey, over uncharted mountains, lakes, forests and rivers, in exactly 111 hours flying time. The trip was made in short hops, averaging 300 miles daily, with about four hours flying daily. The machines made the trip without mishap, the journey requiring three months and one week.

NEW YORK, Jan. 8.—Remarkable accomplishments against fearful odds were achieved by the American airplane during 1920.

The outstanding development and activity was the putting of the United States postal air service on a firm, serviceable and dependable foundation, extending it until it covers 4,770 miles of routes daily.

Commercial aviation lagged. It is handicapped not only by cut-rate foreign competition out of war-surplus stocks, but also by lack of regulatory laws and sufficient landing fields to make the public actively interested to any great extent. Yet 200,000 passengers were carried and 1,500,000 miles flown in civil aviation in eight months of 1920.

Other outstanding developments were: Blazing the trail to Alaska, accomplished under auspices of the government.

Establishing of a new altitude record by an American aviator.

Creation of the greatest single chain of landing stations and aerodromes, which will prove of great military value, incidental to getting the postal service by air in operation.

"The postoffice department has endeavored to point the way to practical commercial operation of aeroplanes in its operation of the air mail," says the postmaster general's latest report. "It has sought to work to a point where it will be possible to make contracts with commercial enterprises for carrying the mail in connection with passenger and other traffic."

Airplane Industry Slumps.

But the American airplane industry is in the doldrums. Few aeroplanes are being made, private capital is slow to invest in aerial transportation companies because of lack of protection, absence of proper safe-guarding laws, no general national or coordinating intrastate policy regarding aerial travel and lamentable lack of landing fields, according to the Aircraft Manufacturers' association of New York, representing the largest companies.

Members of this organization declare the aeroplane industry is about in the same position as the automobile some 25 years ago, before the advent of the good roads movement and regulatory laws affecting operation of motor vehicles. Until there are adequate landing fields every 10 miles commercial and pleasure use of aeroplanes will be greatly restricted, it was stated.

Of some 20 aeroplane manufacturing companies in business when the armistice came, but three are today making aircraft for public sale. And these are working on a very small scale. Only 12 companies are engaged in active production of aircraft, nine of them finishing up small contracts for army and navy planes. The other companies have turned their plants into making photographs, auto bodies, wheelbarrows and furniture, or have suspended.

Few Planes Sold.

During 1920 the American aeroplane manufacturers went after commercial business, waged an intensive sales campaign and then succeeded in disposing of only 500 machines for private use, most of which were rebuilt war planes.

Manufacturers' representatives state they found that lack of landing fields, lack of air laws, lack of proper inspection of new machines so as to insure their safety to the traveling public, lack of safeguards to investing capital from possible destruction of property by aircraft and exorbitant insurance rates, due to the preceding reasons, brought on general depression in the aeroplane industry.

But 1,000 machines, including aeroplanes and seaplanes, are now flown in the United States in commercial or for pleasure purposes. It was stated at the Aircraft Manufacturers' association. Of this number some 350 machines are owned and flown privately.

Thus the country, which has been depending upon commercial aircraft as an easily convertible war reserve, has not been able to realize to any great extent upon such a force.

Four Distinct Types.
Manufacturers have specialized in producing four types of machines during 1920—the sport model, including a machine that will carry two persons; the big cargo-carrying machines, the small flying boat, and the giant seaplane capable of a non-stop flight from New York to Florida.

The closing of the American airplane factories, the manufacturers said, leaves the country without proper experimental force other than the small and wholly military engineering services of the army and navy, to discover and work out better methods. And because the military experiment force is concentrating its energies upon war craft, it obviously will be unable to develop commercial aircraft.

During the first eight months of 1920 some 1,500,000 miles were flown by civilian flyers carrying 200,000 passengers, according to the Aircraft Manufacturers' association. Civilian fatalities numbered about one dozen, it was stated. Most of these passengers were carried in quick flights to catch trains, to get to doctors, to take aerial photographs and to "joy ride." Eight newspapers are making deliveries in their own aeroplanes.

Five Mail Routes.
According to the Aircraft Manufacturers' association, the chief commercial advance made during 1920 in the commercial use of aeroplanes was in carrying United States mail. There are five routes carrying

mail, two of which are operated by private companies under contract. Four of the routes were put in full operation for the first time this year. In all, 100 machines, one-third of which are in operation daily, are used in carrying mails. The total aerial-mileage of these routes is 4,770 miles. Fifty-two pilots are employed.

The most important route is from New York to San Francisco, opened Sept. 8. The oldest route, still in operation as far as Chicago in the middle of 1919, established in 1915. The other routes are: Twin Cities and St. Louis via Chicago, opened late in 1920.

Key West and Havana, the "booze route," opened Nov. 1 and privately operated, though carrying mails. Seattle and Victoria, privately operated, opened Oct. 15.

Coast to Coast Mail.
Sections of the New York-San Francisco route were in operation as far as Chicago in the middle of 1920.

The New York-San Francisco route advances all mail leaving New York westward from 24 to 48 hours, even mail that is carried part way by train being picked up at aerodromes and given a boost onward. Each aeroplane handles from 20,000 to 40,000 letters a day.

Plan New Routes.
The postoffice department has recommended an immediate extension of the government aeroplane mail service as follows:

1. Boston to Detroit, via Buffalo.
2. Chicago and Los Angeles, via Kansas City.
3. St. Paul and Minneapolis to Seattle.
4. St. Louis and New Orleans, via Memphis.

On all these suggested new routes, the postoffice department has figured it will be cheaper to send the mail by air than by mail, owing to elimination of expensive overhead on railway cars, which includes payment of railway mail clerks for full day wages, though they may be engaged only a few hours. Assembling will be done at big centers. In addition, the air service will be faster.

The San Francisco-New York aerial mail service advances the delivery daily of 64,000 letters each way by 24 hours, according to the postoffice department. All flights are made in daytime. When night flying is inaugurated, as planned, the delivery of letters from New York to San Francisco will be accomplished in 36 hours.

Night Flying Next.
"Regular night flying with the mail has not been practical with the present types of planes in the mountain sections, but it is practical in the middle west," says the postmaster general's report. "The department is making preparations in the way of lighting regular and emergency landing fields and equipping planes with magnesium flares. This service will be inaugurated in the early spring between Chicago and Cheyenne, Wyo., and will result in delivering mail from New York to Cheyenne within 24 hours. The run from Cheyenne to San Francisco will then be a matter of 12 hours flying.

Uses With Tobacco.
"But the country that might well be known by its scent is Bulgaria, for its rose crop is second only to its tobacco. Over 12,500 acres of land in the provinces of Philippopolis and Stara Zagora are given over to the growth of roses, from the petals of which attar of roses is distilled. In the wonderful gardens of Kazanlik, Karlovo, Kilsoura, and Stara Zagora, the best of the flowers are grown. The fields are arranged much after the fashion of the vineyards of France and Italy, and the half-open-buds, which have very few petals,

are snipped off by diligent girls, boys and women in the early mornings of May and June.

"About 4,000 pounds of roses are produced on an acre of land, but it takes about 200 pounds of petals to produce an ounce of oil, for an attar which before the war cost about \$250 a pound.

"Roses are grown in other parts of the Balkans, as well as in Asiatic Turkey, where they were introduced by Ahmed Venk, the noted Turkish statesman and man of letters, in the latter half of the 19th century, and in India, Persia, the Fayn province in Egypt, and in France. The industry lately has been introduced into Germany.

"Many of the countries of Europe have for centuries successfully distilled oil from such seeds as caraway, anise and fennel for flavoring and scenting purposes, and the citrus fruits of Italy and Sicily yield quantities of valuable oil. In fact so fragrant are the flowers and shrubs of some of the islands of the Mediterranean that they are called the spice islands of Europe as the Molucca archipelago in the Dutch East Indies are known as the spice islands on account of the nutmegs, mace,

and cloves that they produce. Napoleon said that he would know his native land, Corsica, with his eyes shut by the odor of the white-flowered cistus.

"Frankincense, which is one of the chief aromatic constituents of the incense burned in churches, is the gum resin of a tree found in East Africa, Arabia, and on the island of Socotra in the Indian ocean.

"Ladies and gentlemen in the time of Napoleon used the loguin bean, a native of Guiana, to scent their snuff boxes.

"The animal perfumes are extremely limited in number. Ambergris is secreted by the sperm whale, civit by the animal of the same name, and musk by the musk-ox, the musk-rat, and the musk deer, which is found in the high Himalayas, Tibet, and eastern Siberia. About 15,000 ounces of musk, usually in the grain form, are annually imported to the United States from China and India. Musk has one peculiar and almost inexplicable characteristic. One grain of it kept freely exposed to the air of a well-ventilated room, will impregnate the atmosphere for 10 years without sensibly diminishing in weight."

Real Romance And Adventure In The Large Amount Of Perfumes Used In America Past Year Lie In From Whence They Came

WASHINGTON, Jan. 8.—Mildred America paid \$4,972,541 during the last year for perfumes, cosmetics and toilet preparations, a fact which has led to continued speculation by mere man as to what she did with them.

The real romance and adventure in the statement lies not so much in the uses to which these imports were put as where they came from—a story which is related in the following bulletin from the Washington headquarters of the National Geographic society:

"When you pay the apothecary a sum that seems like a dollar a whiff for something so ethereal as perfume, or if you are especially fastidious, have him compound the scent that 'suits' your personality, did you ever stop to wonder where his precious ingredients came from? The sunny isles and lands along the Mediterranean probably grew some of the flowers, others perhaps were plucked by dark Moorish hands in Algeria, and mayhap an animal in the brooding hills of western China gave its life to furnish one constituent of the perfume.

"The vegetable kingdom is necessarily the most fer-

the source of perfumes. From its flowers such as the rose and jessamine, and from its seeds, woods and banks such as the spices and sandalwood, even the most fastidious connoisseur would be able to select either some simple odor or a complex bouquet. Nor are they for perfumes alone, but for scenting soaps, cream, pomades, and in making flavorings and extracts.

Unfailing Naturalist.
"Rosemary, thyme, sweet basil, and marjoram are found in great profusion in Mediterranean countries, and here the chemist can distill the whole plant and not bother about picking the flowers. Shakespeare, the unfailing naturalist that he was, made no error when he chose for Ophelia the flowers she scattered.

"The old-fashioned lavender flowers in which our grandmothers used to pack the household linen and their rich old laces grew best in France and England. A temperamental flower, it might be called, too, for unless the climate, soil and altitude suit, it refuses to breathe forth its usual fragrance. Fine grades of the plants are grown in the Drome region, France, at an

altitude of 2,500 feet, while the flowers generally considered to have the most agreeable fragrance come from the Mitcham district of England, where the conditions of soil and altitude are decidedly different from those in France.

"The rose geranium, which has such an exquisite odor, is also grown and distilled in France, but Spain, Algiers, and the island of Reunion engage in the industry. Unlike the lavender, however, the perfume of the rose geranium comes from its leaves and not from the flowers.

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